*(a)* whether Hasan Iqbal Committee set up to examine the issue of restructuring of Railways has submitted its report;

(b) if so, the salient features of the recommendations made by the Committee; and

(c) the action taken by Government in this regard'

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Hasan Iqbal Committee has been set up not to examine the issue of restructuring of Railways but as a follow up of the Prakash Tandon Committee Recommendations for identification of cost and profit entres, development of accounting system and modernisation of financial Management Information System on Indian Railways.

The Committee has recently submitted its Conceptual Report. The final report is yet to be submitted.

(b) The salient features of the recommenderions under conceptual Report made by the Hasan Iqbal Committee are as follows: —

(i) A new system of Activity Based Unit Costing System (ABUCS) has been recommended, where each level of cost incurrence to be considered in costing of the ncivities.

(ii) Each level to be responsible for controlling the costs incurred at the level. The concept of responsibility accounting to be introduced'.

(in) The earnings of the Railways to be apportioned on divisional basie.

(c) On the basis of the Conceptual Report a Pilot study is being initiated on Vadodara Division of the Western Ralway. Further action will be taken on the basis of the results of the pilot study and on receipt of the final report of Hasan Iqbal Committee.

**Increasing the Frequency of Trains for Commuters of Sahbabad and Ghaziabad**

3726. SHRI RAJ MATH SINGH: Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that Shakur Basti-New Delhi. Aligarh shuttle, consisting of 18 coaches, has been replaced by an EMU train consisting of 9 coaches only and the EMU has been extended upto Aligarh, resulting in a lot of inconvenience to the commuters from Sahibabad and Ghaziabad;

(b) whether it is a fact that the number of commuters from Sahibabad and Ghaziabad has increased manifold during the last three, four years and there has been a corisis-vent edmand for increasing the number of coaches or the frequency of trains, especially during peak hours;

(c) if so, the details therefor; and

(d) whether Government propose to introduce new train or enhance the number of coaches of the exis ting trains; if not, the reasons then. for?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Certain passenger trains on New Delhi|Delhi Aligarh section including Shakurbasti-New Delhi-Aligarh shuttle were replaced by 9 coach FMD trains enabling running of additional Services to New Delhi Delhi from Aligarh, Khurja and Dankaur, thereby providing better overall services to commuters of New Delhi/Delhi. Aligarh section.

(b) to (d) Yes. Sir. However, to cater to this increased demand the Railways habe introduced three pairs of additional services between Ghaziabad and New Delhi|Delhi during

1994-95 of which two pairs were during peak hours. Further, the number of coaches on EMU trains on Delhi | New Delhi-Ghaziabad-Aligarh section were also increased to
12

on two rakes and to 10 on other rakes to serve passengers better.

**Rechecking facility for coal wagons**

3727. SHRI MAULANA OBAIDULLAH KHAN AZMI; Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to provide rechecking facility to verify the weight of the coal loaded in wagons for which Railway receipts are issued;

(b) whether there is also proposal for insurance cover from collieries, to destination for coal transhipment;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Facility for rechecking/reweigh-ment is already available on payment of charges laid down in this regard and such requests are duly considered by the competent authority. Coal is however, hormally booked at owner's risk for which the facility is normally not allowed. In case of its booking at Railway's risk on payment of 20 per cent extra feight, the facility may be permitted provided that it is operationally feasible, valid reasons exist for allowing the same and the reweighment charges have been paid alongwith the demurrage charges as due to the railways.

(b) No, Sir.

(c) Does not arise.

(d) Such provision will add to the cost of coal and thereby affect the common man adversely.

**Ticketless travel in South Cent Railway**

3728. SHRI V. HANUMANT1 RAO; Will the Minister of RA WAYS be pleased to state:

(a) whether there has been increase in ticketless travel in tra in South Cenral Railways in 1994-

(b) if so, whether adequate vig lance has been maintained;

(c) whether the Railways will a step up vigilance to avoid untows incidents in South Central Railwa and

(d) if so, the details of st proposed?

THE MINISTER OF RAILWA (SHRI C. K. JAFFER SHARIEE (a) to (d) As a result of intens drives launched by the South Cent Railway. 4.42 lakh persons were < tected travelling without ticket with improper ticket during the I riod April 94 to Fbruary 95 aganst 3.50 lakh persons during 1 corresponding period of last year presenting an increase of 26.4 ] cent. In order to contain' the mena of ticketless travel and to avoid toward incidents, various types special and surprise checks are bei regularly conducted by the Railw Such checks will continue in fut also.

**Retention of Metro-Gauge line ween Villupuram and Madras 'Egm**

3729. SHRI S. MADHAVAN: we the Minister of RAILWAYS be plea ed to state:

(a) whether the Southern Ra ways has demanded retention of 1 metre gauge line between Villur ram and Madras Egmore, while i plementation of broad gauge conv •ion project on this route;

(b) whether the metre gauge L between Madurai and Dindigul v retained while broad gauge conv sion was taken up on that route; a